

from Shore's facilities to those locations, but is capable of receiving from those locations as well. Exxon, however, has only sent oil to Shore twice since the pipeline was built, and shipments from the Martinez refinery average less than 1% of the line's activity. The third line is the 12-inch "Clean Baby Pipeline" which connects Shore and the Martinez Refinery; it was built in 1996 and has never been used.

Five other pipelines are connected to the Shore Terminals Marine Facility, three used for clean or refined product and two for black oil. These pipelines are owned by TOSCO Refining Company, and are only used for TOSCO business, primarily for the movement of clean product into Shore Terminals for marine cargo exports. They represent less than 1 % of the Shore Facility throughput.

There are rail lines into the Shore Terminals Marine Facility, but the handling facilities, while permitted, have not been built. The permit conditions allow six rail cars to be loaded/unloaded within a 24 hour period. Since the average rail car holds 700 barrels of product, this represents a limit of 4,200 barrels per day worth of operations. The truck loading facilities do exist and are permitted, but are not in current use. There are restrictions on the number of trucks that can be loaded or unloaded per 24 hour period as well.

Given these restrictions, it is the opinion of the operators that the pipelines, rail and truck facilities could not provide viable economic operating conditions if the wharf was removed. This would imply that closing the Marine terminal would also close the upland facility.

As provided by the lease, the wharf at the Marine Terminal could be removed if the lease were terminated. Such abandonment would require further environmental analysis, as would any proposed re-use of the wharf facility